

Interstate 90 Phase I Study

Interstate I-190 to Harlem Avenue

Stakeholder Involvement Plan

For Agency and Public Involvement



Version 1.3
March 28, 2013

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1 INTRODUCTION

1.1 Project Background

The Interstate 90 (I-90) study area begins at the junction of Interstate 190 (I-190) to the west and ends at Illinois Route 43 (North Harlem Avenue) to the east, a distance of approximately 2 miles. See Figure 1-1 for Location Map. There are four interchanges in the study area which include I-190, Illinois Route 171 (Cumberland Avenue), Canfield Avenue, and Illinois Route 43 (Harlem Avenue). The existing freeway cross-section is three lanes in each direction from Cumberland Avenue to Harlem Avenue with varying width shoulders and the Chicago Transit Authority (CTA) Blue Line tracks in the median. Between I-190 and Cumberland Avenue, I-90 has five lanes in the eastbound direction and four in the westbound direction with varying width shoulders and the CTA Blue Line tracks in the median. Five structures cross over I-90 in this corridor: East River Road, CTA Pedestrian Bridges, Cumberland Avenue, Canfield Avenue, and Oriole Avenue. The reconstruction of the CTA Pedestrian Bridge over I-90 WB is included in this project; Canfield Avenue will remain with no improvements, and the other three structures are part of other contracts in various levels of design or construction. The proposed improvements are anticipated to provide an additional travel lane to the outside in both directions on the existing alignment and a barrier separation between the eastbound I-90 and I-190 traffic from the junction with I-190 to east of Cumberland Avenue. No right-of-way (ROW) acquisition is anticipated for these improvements.

The study area is located entirely within Cook County and involves four municipalities: City of Chicago, Village of Harwood Heights, Village of Norridge, and City of Park Ridge. The land use in the area is primarily a mixture of residential and commercial uses and also includes Forest Preserve District of Cook County property near the west project limits.

Public involvement will be important for this project and the public involvement program will be based upon the principles of IDOT's Context Sensitive Solutions (CSS) process. CSS is a collaborative approach that involves all stakeholders to develop a facility that fits into its surroundings and preserves scenic, aesthetic, historic, and environmental resources while improving safety and mobility. A Stakeholder Involvement Plan (SIP) is critical to the success of CSS principles on a project. The SIP, by its very nature, is a work in progress throughout the life of the project, and thus, subject to revision anytime events warrant. The project life is comprised of three distinct phases. Phase I is the preliminary engineering and environmental study, Phase II includes detailed design plan preparation and land acquisition, and Phase III is the actual construction of the project.

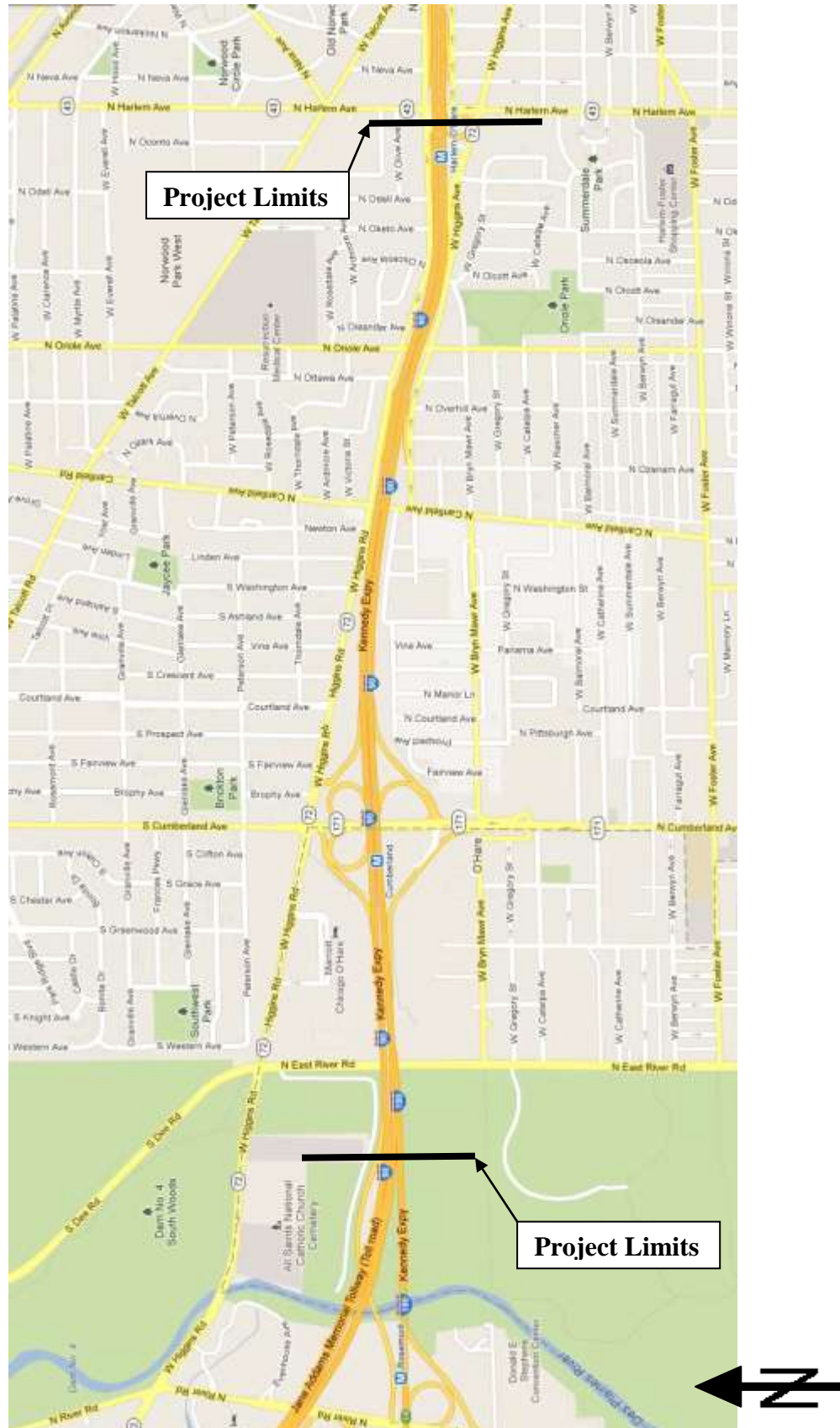


Figure 1-1 Location Map

1.2 National Environmental Policy Act (NEPA)

The Federal Highway Administration (FHWA) and Illinois Department of Transportation (IDOT) will complete a Categorical Exclusion (CE) for this project in order to satisfy NEPA requirements. The FHWA is the Federal Agency responsible for final approval of the environmental document. This study and the supporting environmental documents will be governed by NEPA and state regulatory requirements. Opportunities exist for the public to provide input into the alternatives and project-related environmental impacts.

NEPA guides federally funded projects and projects that require a Federal permit to lessen potential damages to the environment. The NEPA process requires federal agencies to integrate environmental values into their decision-making process by considering the environmental impacts of their proposed actions and reasonable alternatives to these actions. IDOT assesses the natural and human environment to determine the extent of impacts that may arise from constructing and operating a project. Environmental factors such as air quality, wildlife, vegetation, water quality, wetlands, geology, neighborhoods, park/recreation areas, utilities, visual quality, and cultural resources will be assessed. The improvements would be located within an existing transportation corridor of a highly urbanized area. Therefore, it is anticipated there would be few, if any, natural resources of concern. NEPA encourages early and frequent coordination with the public and resource agencies throughout the project development process. Public comments that are received during the alternative analysis phase are considered in the environmental documentation.

The study will begin with an evaluation of transportation problems in the study area based on stakeholder input, as well as engineering analysis. This evaluation will form the basis of the purpose and need and for identifying the details of the improvement alternatives. A recommended alternative will be presented at a public hearing to conclude the study.

It is anticipated that the project will not require an individual Section 404 permit. Therefore, presentation at regularly scheduled NEPA/404 meetings will not be required. Coordination with the public and applicable agencies will be ongoing through the CSS process.

1.3 National Historic Preservation Act

Section 106 of the National Historic Preservation Act of 1966 (commonly referred to as Section 106) requires Federal agencies to take into account the effects of their undertakings on historic properties and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings. The Section 106 process seeks to accommodate historic preservation concerns with the needs of Federal undertakings through consultation among the agency official and other parties with an interest in the effects of the undertaking on historic properties, commencing at the early stages of project planning. The goal of consultation is to identify historic properties potentially affected by the undertaking, assess its effects and seek ways to avoid, minimize or mitigate any adverse effects on historic properties.

This project is considered a Federal undertaking by FHWA. This document describes coordination activities that will occur during the project development process to satisfy the Section 106 requirements.

1.4 Context Sensitive Solutions

This project is being developed in accordance with the principles of Context Sensitive Solutions (CSS) per Chapter 19 of the IDOT Bureau of Design and Environment (BDE) Manual. The IDOT BDE defines CSS as follows:

“CSS is an interdisciplinary approach that seeks effective, multi-modal transportation solutions by working with stakeholders to develop, build, and maintain cost-effective transportation facilities that fit into and reflect the project’s surroundings - its “context.” Through early, frequent, and meaningful communication with stakeholders, and a flexible and creative approach to design, the resulting projects should improve safety and mobility for the traveling public, while seeking to preserve and enhance the scenic, economic, historic, and natural qualities of the settings through which they pass.”

The CSS approach will provide stakeholders with the tools and information they require to effectively participate in the study process including providing an understanding of the National Environmental Policy Act (NEPA) process, transportation planning guidelines, design guidelines, and the relationship between transportation issues (needs) and project alternatives. In other words, using the CSS process should provide all project stakeholders a mechanism to share comments or concerns about transportation objectives and project alternatives, as well as improve the ability of the project team to

understand and address concerns raised. This integrated approach to problem solving and decision-making will help build community consensus and promote involvement through the study process.

As identified in IDOT's CSS policies, stakeholder involvement is critical to project success. The CSS process strives to achieve the following:

- Understand stakeholder's key issues and concerns,
- Involve stakeholders in the decision-making process early and often,
- Establish an understanding of the stakeholder's project role,
- Set a project schedule,
- Apply flexibility in design to address stakeholders' concerns whenever possible.

2 GOALS AND OBJECTIVES

The purpose of this Stakeholder Involvement Plan (SIP) is to provide a guide for implementing stakeholder involvement for the I-90 project. The SIP defines the methods and tools to educate and engage all stakeholders in the decision-making process for this project. The SIP has been designed to maximize opportunities for meaningful public involvement, as well as to keep stakeholders informed and engaged as the project progresses.

2.1 Stakeholder Involvement Plan Goals

The goal of the SIP is to actively seek the participation of communities, agencies, individual interest groups, and the general public throughout the project development process. The SIP provides the framework for achieving consensus and communicating the transportation decision-making process between the general public, public agencies, and governmental officials to identify transportation solutions for the project.

The SIP:

- Identifies stakeholders.
- Identifies the roles and responsibilities of the joint lead agencies (Table 2-1 in Appendix A).
- Identifies potentially interested agencies for early coordination efforts (Table 2-2 in Appendix A).
- Identifies the Project Study Group (Table 3-1 in Appendix A) and its roles and responsibilities.
- Identifies the Project Working Group (Table 3-2 in Appendix A) and its roles and responsibilities.
- Establishes the timing and type of involvement activities with all stakeholders.
- Establishes stakeholder requirements for providing timely input to the project development process.

2.2 Stakeholder Identification Procedures

Per IDOT's CSS procedures, a stakeholder is anyone who could be affected by the project and has a stake in its outcome. This includes elected officials, property owners, business owners, state and local officials, special interest groups, and motorists who utilize the facility. Stakeholders for this project may include, but are not limited to, the following:

- Elected and appointed local, regional, state and federal officials;

- Local, regional, state and federal agencies (environmental, economic, historic, cultural and transportation);
- Corridor residents;
- Corridor businesses;
- Utility providers; and
- The general public.

Early coordination and/or meetings will be conducted with communities within the study area as a means of identifying interested parties and stakeholders, including individuals, businesses, community leaders and organizations within each of the communities and Cook County. The identification of stakeholders will be done through a combination of desktop searches and input from local community leaders. It is anticipated that new stakeholders will be added to the initial stakeholder list throughout the project. All stakeholders expressing interest in the project will be added to the project mailing/email list, and will be able to participate in the process through various public outreach opportunities. These opportunities include, but are not limited to, public meetings, brochures, and press releases (see Section 5). The project mailing/email list will be updated and maintained through the duration of the project.

2.3 Stakeholder Involvement Ground Rules

The public outreach efforts identified in the SIP will be conducted based on a set of ground rules that forms the basis for the respectful interaction of all parties involved in this process. These ground rules will be established initially with the SIP, but must be agreed upon by the stakeholders and, therefore, may be modified based on stakeholder input.

These rules include the following:

- Input on the project from all stakeholders is duly considered in order to yield the best solutions to problems identified by the process.
- Input from all participants in the process is valued and considered.
- The list of stakeholders is subject to revisions/additions at any time as events warrant.
- All participants must keep an open mind and participate openly, honestly, and respectfully.
- All participants should work collaboratively and cooperatively. All participants in the process must treat each other with respect and dignity.

- The project must progress at a reasonable pace, based on the project schedule.
- The role of the stakeholders is to advise IDOT and FHWA. A consensus from stakeholders is sought, but the final project decisions will be made by IDOT and FHWA.
- Members of the media are welcome at all stakeholder meetings; however, they must remain in the role of observers, not participate in the process.

3 LEAD AGENCY AND AGENCY COORDINATION

3.1 Lead Agency

FHWA and IDOT will act as joint lead agencies for preparing the Categorical Exclusion for the I-90 improvements project. As such, the FHWA (Division Administrator) and IDOT (Secretary of Transportation) are the ultimate decision-makers for this project. Other FHWA and IDOT responsibilities are generally described in Table 3-1 in Appendix A.

3.2 Agency Coordination

Table 3-2 in Appendix A contains a list of potentially interested agencies who will be contacted at the initiation of the study to solicit their input. In general, these agencies are contacted to confirm the scope of the study and to confirm that no unusual circumstances exist with regard to the project.

3.3 Section 106 Consulting Parties

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended, the FHWA is responsible for involving consulting parties. The Section 106 regulations identify the following parties as having a consultative role in the section 106 process:

- State Historic Preservation Officer
- Indian Tribes and Native Hawaiian Organizations
- Representatives of local governments
- Applicants for Federal assistance, permits, licenses and other approvals
- Individuals and organizations with a demonstrated interest in the undertaking

If the Environmental Survey Request (ESR) results in the identification of historic properties that may be impacted by the project, IDOT will work with FHWA and the SHPO to identify potential section 106 consulting parties, which will then be added to the SIP. Individuals or organizations may request to become a consulting party for this project by contacting Jason Salley, IDOT Project Manager, at 847-705-4085. Consulting parties may provide input on key decision points in the section 106 process, including the project's Area of Potential Effect, determinations of eligibility and finding of effect, and, if applicable, consulting to avoid adverse effects to historic properties. The FHWA and IDOT will utilize IDOT's public involvement procedures under NEPA to fulfill the Section 106 public involvement requirements.

4 PROJECT GROUPS

IDOT will invite stakeholders to participate in project groups to aid in the development and decision-making process. The groups for this project will consist of the Project Study Group (PSG) and the Project Working Group (PWG). Membership of these groups may be altered during the project to allow for an optimal multi-disciplinary team. The PWG will interface directly with the PSG. The meetings will be designed to encourage timely and meaningful opportunities for participation.

4.1 Project Study Group (PSG)

Per IDOT's CSS procedures, IDOT has formed a Project Study Group (PSG) for developing the I-90 project. The PSG will make the ultimate project recommendations and decisions on this project. This group consists of a multidisciplinary team of representatives from IDOT, FHWA and the project consultant team. The membership of the PSG may evolve as the project alternatives are clarified.

The PSG has primary responsibility for the project development process. This group will meet throughout the study process to provide technical oversight and expertise in key areas including study process, agency procedures and standards, and technical approaches. The PSG also has primary responsibility for ensuring compliance with the SIP.

Other responsibilities of the PSG include the following:

- Expediting the project development process.
- Identifying and resolving project development issues.
- Promoting partnership with stakeholders to address identified project needs.
- Working to promote cooperation and collaboration among stakeholders.

The individuals listed in Table 3-1 in Appendix A form the PSG for the I-90 project.

4.2 Project Working Group (PWG)

To assist in the development of the environmental and engineering study for the I-90 study, IDOT will establish a Project Working Group (PWG). The purpose of the PWG is to provide input on the development of the Purpose and Need statement and the proposed alternative. The PWG will consist of community leaders (Mayors/Village Presidents) from Chicago, Harwood Heights, Norridge and Park Ridge and the chief elected official from Cook County or their designee who has authority to speak on

behalf of their communities/counties. In addition, representatives of public agencies as well as all attendees of the Public Meeting will be invited to participate in the PWG. The PWG will represent the views of the communities and counties within the project area. The responsibilities of this group will include providing input to the study process, and consensus at key project milestones (e.g., project purpose and need and recommendations for improvement). The PWG will meet up to three times throughout the project development process. The PWG members are listed in Table 3-2 in Appendix A.

Any community outside the study area that shows interest in the project but is not part of the PWG will be added to the stakeholder list to keep them informed of the project. By being included on the project mailing list, these communities will receive project related materials, such as meeting invitations, brochures, and project updates. The project team will also be available to meet with organizations on a one-on-one basis throughout the project.

4.3 Implementation

Public involvement in the planning process begins as soon as the study starts and continues throughout the project. This report serves as a guide for public involvement in the Phase I study, but includes strategies that can be used through all project phases. Implementation of this plan requires the commitment and efforts of all involved parties. As an implementation guide, this plan links specific strategies to the study schedule and identifies the audience each strategy is intended to reach. Implementation of this plan requires the commitment and efforts of all study participants and includes actions, responsibilities, and timing. The PSG will be responsible for the overall development, implementation and coordination of the Public Involvement Plan (PIP). The PIP for the I-90 project can be found in Section 5 of the SIP.

4.4 Stakeholder Involvement

Any stakeholder that shows interest in the project will be added to the stakeholder list so that they will receive project related materials such as brochures, meeting invitations, and project updates. The project team will also be available to meet with stakeholder groups on a one-on-one basis throughout the project, if deemed necessary.

5 TENTATIVE SCHEDULE OF PROJECT DEVELOPMENT ACTIVITIES/STAKEHOLDER INVOLVEMENT

This section describes the general project development process and tentative schedule, project activities, and associated stakeholder involvement activities.

5.1 Step One: Stakeholder Identification, Development of the SIP, Project Initiation

This stage of the project development process includes various agency notifications, project organizational activities, and scoping activities. These activities include, but are not limited to, the following:

- Assemble the PSG.
- Develop and circulate the SIP, including providing copies at the kick-off public meeting.
- Organize and hold one-on-one meetings with key stakeholders.
- Identify section 106 consulting parties.
- Assemble and organize the PWG.
- Conduct agency coordination.

5.2 Step Two: Developing Project Problem Statement, Purpose and Need

This stage of the project consists of the identification of transportation problems in the study area and the development of project goals and objectives. Project purpose discussions will focus on providing stakeholders with background on known traffic safety problems or congestion/operational problems, traffic forecasts, and their anticipated effects on future traffic conditions. This will help set the stage for meaningful discussions about potential solutions.

This information will be used as the basis for the development of the project Purpose and Need statement. Activities in this stage include the following:

- Organize and hold a kick-off Public Meeting to provide an overview of the study process and objectives, as well as collect information and input related to transportation issues and project concerns.
- Develop a clear Problem Statement and the preliminary Purpose and Need statement.
- Identify planning and design guidelines.

- Organize and hold a PWG meeting to collect information, as well as to discuss the Problem Statement, Purpose and Need statement, and conceptual alternatives.
- Develop section 106 Area of Potential Effect and coordinate with section 106 consulting parties if applicable. Identify historic properties within the project's Area of Potential Effect and coordinate with section 106 consulting parties.

5.3 Step Three: Recommended Alternative

The process will continue with the identification of the recommended alternative and completion of the project report. Activities in this stage of the project development process include the following:

- Organize and hold a second PWG meeting to present alternatives for improvement
- Identification of and consensus on the recommended alternative based on stakeholder input.
- Make section 106 effect finding and coordinate with section 106 consulting parties. If applicable, work with section 106 consulting parties to resolve adverse effect.
- Preparation and approval of the project report.
- Organize and hold a third PWG meeting to preview the recommended alternative prior to the Public Hearing
- Organize and hold a Public Hearing to present the recommended alternative and receive any additional comments from stakeholders.
- Refine recommended alternative to address stakeholder comments received at the Public Hearing, if possible.

5.4 Project Development Schedule, and Stakeholder Involvement Activities

The tentative schedule for project development activities and stakeholder involvement activities is presented in Table 4-1 in Appendix B.

6 PUBLIC INVOLVEMENT PLAN ACTIVITIES

The following activities are proposed as the public involvement plan for Phase I of the Interstate 90 project. Unless noted, the PSG is the responsible party for activities and coordination. All activities will be approved by IDOT before proceeding. The designated point of contact at IDOT District 1 is Jason Salley. He will coordinate internal IDOT reviews and approvals including consolidating review comments and resolution of conflicting issues.

Each strategy is described, identifies a target audience, and includes an implementation schedule.

6.1 Stakeholder Activities

Stakeholders are identified as all residents, businesses and property owners in the study area, and those interested parties who can directly affect the outcome of a planning process. In addition to the general public, key groups of stakeholders identified for this study include those with decision making capabilities related to implementing transportation investments, and those with public standing that speak for the general public and can influence the broader spectrum of public opinion. These representatives, divided into two groups, include:

- Local, regional, state and federal elected and appointed officials and agency representatives with jurisdiction over the transportation planning process and affected environmental, historic, cultural and economic resources; and
- Corridor residents, businesses and property owners, professional associations, as well as local, regional and potentially statewide community, civic and environmental organizations.

Media publication and broadcast groups, critical to informing the public and affecting public opinion, are addressed later in this section.

6.2 Public Outreach Meetings

Stakeholder involvement for the I-90 study will be an ongoing process from project initiation through completion. Various meetings will be held throughout the project development process to provide opportunities to all stakeholders with an opportunity to provide input and participate in the process. Additional meeting opportunities are listed below.

Agency Coordination

This project is required to comply with many local, state and federal rules, regulations and laws. In order to ensure compliance, coordination will be carried out with resource agencies periodically throughout the project. The project is not anticipated to result in any significant environmental impacts, meaning that coordination with environmental resource agencies will be minimal.

Elected Officials Briefings

Briefings may be conducted with local and regional elected officials, including legislators, regarding project updates and progress. These meetings may be held just prior to the public meetings/hearing at major milestones in the project. Appropriate project summary materials will be prepared for distribution at these meetings.

Public Meetings

Public involvement for the I-90 project will include opportunities for broader public involvement in the form of a public meeting. This large-scale meeting will encourage public attendance and foster public awareness of the project. This meeting also will provide a forum for general public input, including concerns and comments. The public information meeting will be held in the first quarter of 2013 to kick-off the study. The purpose of the meeting will be to:

- Provide an overview of the study process and objectives.
- Collect information and input related to transportation issues and project concerns.

The public meeting will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. The meeting will be advertised by postcard invitations, public notices placed in area newspapers, and on 3rd party websites. Opportunities for the public to provide written comments (comment forms) will be available at the meeting. Translation services will be provided as requested.

Public Hearing

A public hearing will be held for this project in Fall 2013. The hearing will present the findings of the engineering and environmental analyses, as well as the recommended solution to address the identified transportation problems.

The hearing will be advertised by postcard invitation, public notice placed in area newspapers, and 3rd party websites such as the City of Chicago DOT website. The public hearing will utilize various public informational techniques such as project boards, handouts, and PowerPoint or multimedia presentations summarizing the project work and findings to date. Opportunities for the public to provide written (comment forms) and verbal comments via a court reporter will be available at the hearing. Translation services will be provided.

Stakeholder Workshops

Multiple workshops with the PWG will be conducted as a means to obtain stakeholder input regarding various project issues and potential system solutions. Informational materials such as renderings, plan sheet exhibits, and visualizations will be developed to illustrate concepts and issues that have been raised, developed, and evaluated. The materials presented at each meeting will be dependent on the topic of discussion and format of the particular workshop.

6.3 Other Mechanisms for Public Involvement

In addition to the meeting opportunities described in the preceding section, there will be several other methods for the public to obtain information about the project. These methods (noted below) will provide information and opportunity for feedback regarding upcoming public meeting events, project schedule, and general project status updates within the study area.

Mailing List

To support public meeting invitations, brochure distribution and other direct public contact, a project mailing list will be developed and updated throughout the Phase I engineering study. Phone numbers and e-mail addresses will be added to the list, as available.

The mailing list will include recipients such as landowners; federal, state, and local officials; special interest groups; resource agencies; businesses; and members of the public. The mailing list will be developed using existing resources (names and addresses of officials from other recent projects in the area), as well as other identified stakeholders. The mailing list will include government and business leaders and addresses in the immediate area. This list will be updated throughout the project through various means of communication, such as sign-in sheets from PWG meetings and the Public Meeting.

Brochures

A common communication tool for a project is the use of brochures. To assist with the consistent delivery of information on the progress of this project, two brochures will be produced and distributed at key project milestones. These brochures will update readers on the study's progress. The brochures will be developed using a common design theme for continuity. The brochures are intended for staff use as well as for the public; staff use will ensure that the correct and consistent information is relayed in response to questions and inquiries.

Media Strategies

An effective method of informing the general public about a project and its results is through broadcast and print media. To effectively use the media, a number of media strategies will be employed to provide accurate and frequent coverage of the project and the study. Media strategies to be used during this study include message development, press releases, and media correspondence.

The goal is to issue two press releases throughout the study period. Incorporating the key message, these press releases will announce public meetings, study work to date, important results, and next steps.

Public Response and Communication

Throughout this study, direct public comment will come in the form of e-mail, standard mail, phone calls and comment forms from meetings and briefings. Indirect public comment will come through the media, non-agency sponsored meetings and third party websites. It is important to address public comment so that the public understands that its concerns and opinions are being recognized and to monitor indirect public comment, to be able to respond to potentially problematic issues such as misinformation.

Any comments received that ask a specific question will receive a personalized response. All comments will be included in the project record. All stakeholders will receive a project brochure prior to the Public Hearing, which will be developed with all of the received comments in mind. For comments that will receive a personalized response, four weeks for developing, editing, approving and mailing the response is a proposed time frame.

Phone calls and standard mail will be answered by IDOT. Monitoring other meeting activity, third party websites and media reports will continue throughout the study. Reports on the activity will be detailed and stored as they occur.

7 PLAN AVAILABILITY AND MONITORING / UPDATES

The SIP is a dynamic document that will be available to stakeholders and updated as appropriate throughout the duration of the project. This section describes SIP stakeholder review opportunities and plan update procedures.

7.1 Availability of the Stakeholder Involvement Plan

The PSG will make the SIP available to stakeholders for review at the Public Meeting. The stakeholder review period for the SIP will be 30 days from date of release. As the project proceeds forward, the PSG will update the SIP on a regular basis to reflect appropriate changes or additions. The PSG will advise stakeholders of future SIP updates.

7.2 Modification of the Stakeholder Involvement Plan

The plan will be reviewed on a regular basis for continued effectiveness and updated as appropriate. Plan administration includes, but is not limited to, the following:

- Maintaining a current list of project stakeholders.
- Maintaining a detailed public involvement record (log) that includes records of all stakeholder contacts, meetings, and comments.
- Ensuring two-way communication and timely responses to stakeholders through formal and informal channels.

Revisions to this SIP may be necessary through the duration of the project. The PSG will provide updated versions of the SIP to all agencies involved, as necessary. Plan updates will be tracked in Table 6-1 in Appendix A.

Appendix A

Tables

Table 3-1
Lead Agencies

Agency Name	Role	Other Project Roles	Responsibilities
Federal Highway Administration	Lead Federal Agency	NEPA, PSG	<ul style="list-style-type: none"> • Manage environmental review process • Prepare Categorical Exclusion
Illinois Department of Transportation	Joint-Lead Agency	NEPA, PSG	<ul style="list-style-type: none"> • Manage environmental review process • Prepare Categorical Exclusion • Provide opportunities for public and agency involvement • Manage CSS process

Table 3-2
Early Coordination Agency Contacts

Agency Name	Role	Other Project Roles	Responsibilities
Illinois Tollway	Coordinating Agency	PWG	
CTA	Coordinating Agency	PWG	
CDOT	Coordinating Agency	PWG	
PACE Suburban Bus	Coordinating Agency	PWG	

Table 4-1
Project Study Group Members

Agency Name	Contact Person/Title	E-mail & Mailing Address
Illinois Department of Transportation	Pete Harmet Bureau Chief of Programming	Pete.Harmet@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	John Baczek Section Chief of Project & Environmental Studies	John.Baczek@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Jason Salley Geometric Studies Unit Head / Project Manager	Jason.Salley@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Marie Glynn Project Engineer	Marie.Glynn@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
Illinois Department of Transportation	Sam Mead Environmental Studies Unit Head	Sam.Mead@illinois.gov IDOT District 1 201 W. Center Court Schaumburg, IL 60196
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	Project Manager / Public Involvement	HNTB 1 S. Wacker Dr., Suite 900 Chicago, IL 60606
HNTB	Derek Johnson Project Engineer	djohnson@hntb.com HNTB 1 S. Wacker Dr., Suite 900 Chicago, IL 60606
HNTB	Adin McCann Environmental Lead / Public Involvement	amccann@hntb.com HNTB 1 S. Wacker Dr., Suite 900 Chicago, IL 60606

Table 4-2
Project Working Group

Agency Name	Contact Person/Title	Participation
Village of Harwood Heights	George Assimakopoulos / Supervisor Lee Fell / Village Engineer	
Village of Norridge	Brian Gaseor / Village Engineer	
City of Park Ridge	Jim Testin / Community Preservation & Development Director Wayne Zingsheim / Director of Public Works Sarah Mitchell / City Engineer	
City of Chicago (Ward 41)	Mary O'Conner / 41 st Ward Alderman Lisa Ryan / 41 st Ward Chief of Staff	PWG #1 PWG #1
Cook County	John Yonan / Superintendent Cook County Highway Department	
CTA	Janine Farzin / Strategic Planning	PWG #1
CDOT	Nathan Roseberry / CDOT Senior Bikeways Engineer	PWG #1
PACE	Duane Mahone Lorraine Snorden Charlotte O'Donnell	PWG #1

Illinois Tollway	Adam Lintner / Geometrics Engineer	PWG #1
Illinois 55 th District	Representative Marty Moylan	
	Legislative Aide Emily Perish	PWG #1
Individual Stakeholders	Mohamed Abdelrahim	
	Cindy Abdelrahim	
	Glenn Betancourt	
	Judy Behnke	
	Brian Christoffel	
	Barbara Christopher	
	Richard Chrusceil	
	Yvonne Chrusceil	
	Lisa Chrzasc	
	Carol Colamonico	
	Cindie Collum	
	Kelly Conkle	
	Dirk Fuqua	
	Rich Koffski	PWG #1
	Greg Krajenta	
	Leon Kraut	PWG #1
	John Lazzara	
	Dan Loftus	
	Susan Malinowski	PWG #1
	J.S. Mehaffey	
	Pat Sloper	
	Erik Sundquist	

Table 4-3
Section 106 Consulting Parties

Agency Name	Contact Person/Title	E-mail & Mailing Address
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Table 5-1
Identified Small Group Meetings

Category	Agency Name	Contact Person/Title	Other Project Role(s)
Transportation/Emergency Service Providers	Emergency Services (Fire, Police, Hospitals, Sheriff)	Pending	
	Illinois State Police	Pending	
U.S. / State / Regional / Local Officials	Village of Harwood Heights	George Assimakopoulos / Supervisor	PWG
	Village of Norridge	Brian Gaseor / Village Engineer	PWG
	City of Park Ridge	Wayne Zingsheim / Director of Public Works	PWG
	City of Chicago (Ward 41)	Pending	PWG
	Cook County	Pending	PWG
	Forest Preserve District of Cook County	Pending	
Transportation Professionals	Cook County Highway Department	John Yonan / Superintendent	PWG
	CMAP	Randy Blankenhorn / Executive Director	
	CTA	Janine Farzin / Strategic Planning	PWG
	PACE	Lorraine Snorden	PWG
	FHWA/IDOT BDE/IDOT D1(monthly) Illinois Tollway	Adam Lintner / Geometrics Engineer	PWG

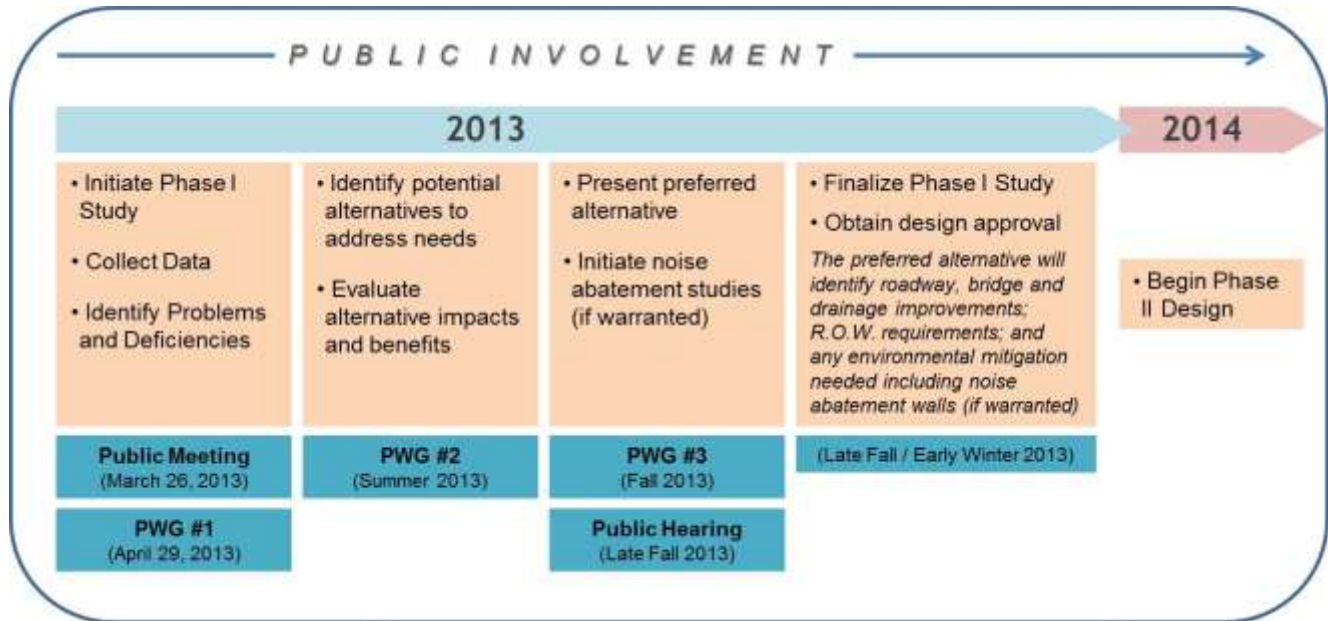
Table 6-1
SIP Revision History

Version	Date	Document Name	Revision Description
1.0	December, 2012	Stakeholder Involvement Plan	Original
1.1	January, 2013	Stakeholder Involvement Plan	Revised per IDOT Comments
1.2	March, 2013	Stakeholder Involvement Plan	Revised per IDOT Comments

Appendix B

Project Development Schedule

Appendix B
Table 4-1



Appendix C

Glossary, Acronyms, and Abbreviation

Appendix C

Glossary, Acronyms, and Abbreviations

Glossary

Alternative	One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. in a study. Following detailed analysis, one improvement alternative is chosen for implementation.
Context Sensitive Solutions	Balance between mobility, community needs and the environment while developing transportation projects that improve safety and mobility. This is achieved through involving stakeholders early and continuously, addressing all modes of transportation, applying flexibility in the design, and incorporating aesthetics to the overall project.
Categorical Exclusion	Projects that do not include significant environmental impacts and are therefore not required to prepare an Environmental Assessment or Environmental Impact Statement.
National Environmental Policy Act (NEPA)	The federal law that requires the preparation of an Environmental Impact Policy Statement (EIS), Environmental Assessment (EA), or Categorical Exclusion (CE) for a federally-funded action.

Acronyms

BDE	Bureau of Design and Environment
CE	Categorical Exclusion
CMAQ	Chicago Metropolitan Agency for Planning
CSS	Context Sensitive Solutions
FHWA	Federal Highway Administration
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
NEPA	National Environmental Policy Act
PSG	Project Study Group
PWG	Project Working Group
SIP	Stakeholder Involvement Plan